

**CENTRAL INTELLIGENCE AGENCY**

## INFORMATION REPORT

## REPORT

CD NO.

**CONCLUSIONS**

**NOTE (South West, MD)**

**SUBJECT**

Airfield located 4 km from Aktyubinsk

**PLACE  
ACQUIRED**

DATE ACQUIRED  
DATE OF  
INFO.

**DATE DISTR.**

14 November 1955

NO. OF PAGES

1

NO. OF ENCLS.  
(LISTED BELOW)

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SUPPLEMENT TO  
REPORT NO

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COUNTRY	USSR	-2-	REPORT
TOPIC	Aktyubinsk Airfield		
EVALUATION		PLACE OBTAINED	25X1
DATE OF CONTENT			25X1
DATE OBTAINED		12 August 1955	25X1
REFERENCES			
PAGES	2	ENCLOSURES (NO. & TYPE)	1 - sketch on ditto, with legend
REMARKS			
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1. Aktyubinsk airfield was located about 5 km east or southeast of the town of Aktyubinsk ( 50 17 N/ 57 15 E), South Ural MD, probably east of the town because the church and cemetery in the eastern sector of Aktyubinsk had to be passed on the way to the airfield. When shown map sheet No 236 (WAO) with an airfield west of Aktyubinsk, two airfields were definitely not in existence near Aktyubinsk. A road, 6 to 8 meters wide, coming from Aktyubinsk terminated at the airfield where civil air traffic and military flight training were conducted. commercial and postal aircraft took off and landed there in addition to flight training by Soviet Air Force recruits. The field had allegedly been built prior to 1945. No construction or improvement work was observed during the summer of 1953. The field covered an area of about 3 x 1.5 to 2 km. It was surrounded by flat steppe. No borders or boundary lights were seen. The landing field was level and had a grass cover. During the thaw period, all air activity had to be discontinued. 25X1
2. No runway or taxiways were observed at the field. There was only a concrete apron, about 30 meters square, in front of the main building where the civil air passengers had to pass through. Aircraft which were not camouflaged were parked along the eastern and western edges of the landing field probably along the field border. Other parking sites, revetments or shrapnelproof dispersal areas were not observed. A two-story brick building, about 40 x 10 meters, with a corrugated sheet metal roof was located in the middle of the northern field border, south of the road leading from Aktyubinsk to the field. A passage with gates passed through the middle of the ground floor of this building and connected the road with the landing field. On both sides of this passage were the rooms and offices for civilian air traffic, such as ticket office, baggage compartment etc. The engineer's wife who had a flight ticket was allowed to take along 10 or 15 kg of baggage free of charge. No additional buildings, such as hangars, repair hangars or workshops were observed. 25X1
3. Five or 6 quartering buildings for the Soviet Air Force unit stationed at the field were located opposite the main building. Each of them was about 30 to 15 meters large and pointed with the flat gable to the road. The wife of the Soviet

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-3-

engineer stated that these buildings housed 18 to 20 year-old Soviet Air Force soldiers who received training at the field. These soldiers who were repeatedly observed in the town wore light blue-bordered epaulets. The officers and dependents were quartered in about 6 one- or two-family houses south of the road from Aktyubinsk, west of the main building. No storage facilities, supply installations, fuel dump etc. were observed, nor were navigation, signal and night landing installations seen.

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4. About 50 single-engine and twin-engine aircraft with propellers were parked at the field. Jet aircraft were not observed. The commercial aircraft with which the wife of the Soviet engineer flew to Alma Ata ( 43 12 N/ 76 57 E) was a twin-engine propeller driven plane with a silvery paint [redacted]

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[redacted] No air activity was observed on or over the field. Between 1950 and May 1955, there was only very little air activity over the town. A maximum of 5 aircraft which apparently made local flights were simultaneously aloft. No large-scale formation flying was observed.

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5. No fence, watch towers or patrols were observed around the field. [redacted]

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[redacted] Only the flight ticket had to be presented when the engineer's wife went on board. No AA gun emplacements, defense installations or camouflage measures were observed.

[redacted] Comment. The pin-point location of Aktyubinsk airfield is still unclear. According to the World Aeronautical Chart, Sheet 236, the field is located northwest of Aktyubinsk; [redacted] it is south of the town; and according to the present report, it is east or southeast of Aktyubinsk. For location sketch, see Annex. It appears that the field is used for civil air traffic and for initial flight training by a Soviet Air Force school.

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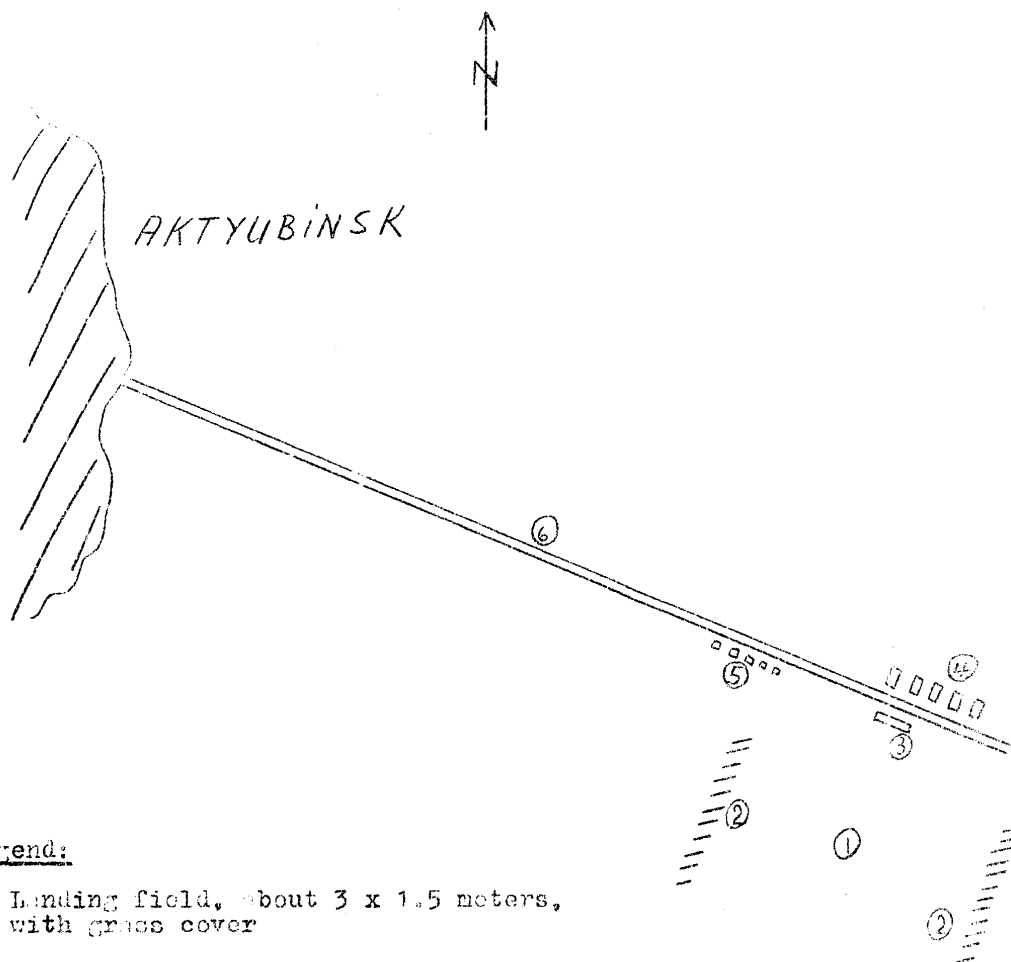
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Annex

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-4-

Aktyubinsk Airfield



Legend:

- 1 Landing field, about 3 x 1.5 meters, with grass cover
- 2 About 50 single-engine and twin-engine aircraft
- 3 Two-story main building, about 40 x 15 meters, with corrugated sheet metal roof
- 4 Five or 6 two-story quarter buildings for all
- 5 Five or 6 single-family and two-family houses for officers
- 6 Road to Aktyubinsk, 6 to 8 meters wide, terminates at airfield

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